

**Amendments to the Claims:**

The listing of claims will replace all prior versions, and listings, of claims in the application:

**Listing of Claims:**

Claims 1-14 (Canceled).

15. (Currently Amended) A method for monitoring the pressure of motor vehicle tires, comprising the acts of:

determining a tire pressure value indicative of a tire filling pressure;

comparing the determined tire pressure value with a stored nominal value; and

determining whether a motor vehicle tire is at an incorrect tire pressure, based upon a result of the comparison;

wherein, when the difference between the determined tire pressure changes in a manner characteristic of a filling process value and the stored nominal value exceeds a predetermined threshold value, the stored nominal value is replaced by a new nominal value, with the determined tire pressure value being used to determine the new nominal value.

16. (Previously Presented) The method as claimed in claim 15, wherein the comparison of the determined tire pressure value with the stored nominal value, determined at an earlier time, is used to determine whether a characteristic change has occurred in the tire pressure value.

17. (Currently Amended) The method as claimed in claim 16, wherein the characteristic change in the tire pressure value occurs when the difference between the determined tire pressure value and the stored nominal value is greater than [[a]] the predetermined threshold value.

18. (Currently Amended) The method as claimed in claim 17, wherein the characteristic change in the tire pressure value occurs when the difference between the determined tire pressure value and the stored nominal value is greater than [[a]] the predetermined threshold value for at least two wheels.

19. (Previously Presented) The method as claimed in claim 17, wherein the threshold value is 0.2 bar.

20. (Previously Presented) The method as claimed in claim 17, wherein the characteristic change in the tire pressure value occurs only when the vehicle has

been stopped or started between a time of determination of the determined tire pressure value and the earlier time of storage of the stored nominal value.

21. (Previously Presented) The method as claimed in claim 16, wherein:  
the determined tire pressure value is subjected to a plausibility check if the characteristic change in the tire pressure value has been determined; and  
the determined tire pressure value is stored as a comparison value only if the determined tire pressure value is classified as plausible.

22. (Previously Presented) The method as claimed in claim 21, wherein the tire pressure value is classified as plausible only if the difference between the tire pressure value and a further tire pressure value associated with a same vehicle axle and an opposite vehicle side is less than a predetermined threshold value of 0.4 bar.

23. (Previously Presented) The method as claimed in claim 21, wherein the tire pressure value is classified as plausible only when all of the determined tire pressure values are above a predetermined threshold value of 1.6 bar.

24. (Previously Presented) The method as claimed in claim 21, wherein the tire pressure value is classified as plausible only when the determined tire

pressure value associated with a rear vehicle axle is greater than a mean value of determined tire pressure values associated with a front vehicle axle minus a predetermined constant.

25. (Previously Presented) The method as claimed in claim 21, wherein a tire temperature and an ambient temperature are determined, and the tire pressure value is classified as plausible only when a difference between the tire pressure and the ambient temperature is less than a predetermined threshold value of 40 K.

26. (Previously Presented) The method as claimed in claim 21, wherein the tire pressure value is classified as plausible only when the respective plausibility conditions are satisfied for at least 3 minutes.

27. (Previously Presented) The method as claimed in claim 15, wherein a tire temperature value is determined, and the tire temperature value is used for determination of the tire pressure values.

28. (Previously Presented) The method as claimed in claim 27, wherein temperature influence is compensated for in the determination of the tire pressure values.

29. (Previously Presented) The method as claimed in claim 18, wherein the threshold value is 0.2 bar.

30. (Previously Presented) The method as claimed in claim 18, wherein the characteristic change in the tire pressure value occurs only when the vehicle has been stopped or started between a time of determination of the determined tire pressure value and the earlier time of storage of the stored nominal value.

31. (Previously Presented) The method as claimed in claim 19, wherein the characteristic change in the tire pressure value occurs only when the vehicle has been stopped or started between a time of determination of the determined tire pressure value and the earlier time of storage of the stored nominal value.

32. (Previously Presented) The method as claimed in claim 20, wherein the characteristic change in the tire pressure value occurs only when the vehicle has been stopped or started between a time of determination of the determined tire pressure value and the earlier time of storage of the stored nominal value.

33. (Previously Presented) The method as claimed in claim 17, wherein:

the determined tire pressure value is subjected to a plausibility check if the characteristic change in the tire pressure value has been determined; and

the determined tire pressure value is stored as a comparison value only if the determined tire pressure value is classified as plausible.

34. (Previously Presented) The method as claimed in claim 18, wherein:

the determined tire pressure value is subjected to a plausibility check if the characteristic change in the tire pressure value has been determined; and

the determined tire pressure value is stored as a comparison value only if the determined tire pressure value is classified as plausible.

35. (New) A method for monitoring the pressure of motor vehicle tires, comprising the acts of:

determining a tire pressure value indicative of a tire filling pressure;

comparing the determined tire pressure value with a stored nominal value; and

determining whether a motor vehicle tire is at an incorrect tire pressure, based upon a result of the comparison;

wherein the method further comprises,

detecting changes in said determined tire pressure and a temporal course thereof;

when the temporal course of a change in air pressure follows a pattern that is indicative of a filling of the tire by an operator, replacing the stored nominal value by a new nominal value, with the determined tire pressure value being used to establish the new nominal value.